

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

OCR

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COUNTRY Poland

REPORT

SUBJECT 1. 11th Fighter Aircraft Regiment
at Debrzno
2. MIG-15 Bis Aircraft

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ENCLOSURE ATTACHED

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11th Fighter Aircraft Regiment

1. The 11th Fighter Aircraft Regiment (11 Pułk Lotnictwa Myśliwskiego), stationed at the airfield at Debrzno (Preussisch Friedland; N 53-32, E 17-14), since 1954, bears unit number 3779 and is a component of a fighter aircraft division, unit number 4138 based at Slupsk (Stolp; N 54-27, E 17-02). The other components of the fighter division are a regiment, unit number 4138, at Slupsk and a regiment, unit number not known, at Pruszcz-Gdanski (N 54-16, E 18-38). *2 JAN '58*
2. The 11th Fighter Regiment is composed of two fighter squadrons and one training squadron. Each fighter squadron is organized into three flights (Klucze), each of four MIG-15 bis aircraft, while the training squadron has three U-MIG-15 and three YAK-11 aircraft. In early 1957, the 10 remaining MIG-15's of the regiment were to be exchanged for MIG-15 bis, the principal type in all components of the fighter division. The regiment at Slupsk has four MIG-17's, and some of this type were to be supplied to the other two regiments. *encl. not att.*
3. A fighter squadron of the 11th Fighter Regiment has 12 pilots including the squadron leader and squadron navigator, 12 ground technicians, four flight technicians, a squadron technician, 24 mechanics, four instrument mechanics, including one officer and three enlisted men, seven armorers, including one officer and six enlisted men, a squadron engineer, and officer in charge of discipline, a squadron deputy for political education, a squadron adjutant, and a squadron sergeant-major. The squadron commander leads the No. 1 flight, and the squadron navigator, who also serves as the meteorological and training officer, is a pilot in the No. 1 flight. The total squadron strength is approximately 230 men. *LY/JO*
4. The total strength of the 11th Fighter Regiment is approximately 600 men, of whom some 250 are officers and noncommissioned officers on regular service. These officers and men are quartered at Debrzno and are brought daily to the field at 6 a.m., and returned at 3-4 p.m.
5. The airfield is located just south of Debrzno, approximately 800 meters to the right of the road to Lipka Krajenska (N 53-29, E 17-15). The field is fenced.

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by barbed wire two meters high and is surrounded on three sides by trees; a small village can be seen from the open fourth side. The runway is approximately two kilometers long and 25 meters wide and is oriented at a right angle to the Debrzno-Lipka Krajenska road. A taxi strip, approximately 15 meters wide, parallels the runway, and the hard stands (Stojanka), each of which can hold two or three aircraft, are connected to the taxi strip by concrete strips approximately 10 meters wide. The two-story control tower is located near the hard stands.

The field also has a "take-off hut" (Buda Startowa) and a vehicle equipped with radio apparatus for ground-to-ground and ground-to-air communications. Red lights are installed on both sides of the runway for night flying, and three searchlight-equipped vehicles are used to illuminate the field at night. Fuel and lubricants are kept in underground facilities, and an ammunition dump is located in the field area. Three (?) radar stations are located in the vicinity of the field.

The 11th Fighter Regiment has no workshops at the Debrzno field. Only the 25- and 50-hour post-flight inspections and minor repairs are made by the regiment, and all other inspections and repairs are made at the divisional or higher level.

The following personalities are known:

a. Maj. Tadeusz Abramdzuk, commanding officer of the 11th Fighter Regiment

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b. Maj. Jerzy Bazanow, commanding officer of the 11th Fighter Regiment

c. Lt. Col. Kaminski (fnu). commanding officer of the fighter division at Slupsk

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d. Lt. Col. Tanana (fnu). commanding officer of the fighter division at Slupsk

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The MIG-15 Bis Aircraft

The MIG-15 (Polish designation LIM-1) has been replaced almost completely by the MIG-15 bis (LIM-2) because of the better flight characteristics of the latter. The following specifications apply to the MIG-15 bis:

a. Maximum speed is 1080 km/h.

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- b. Ceiling is 15,000 meters, although the practice ceiling is 12,000 meters.
- c. Endurance is 80 minutes.
- d. Engine is the RD-45 F (Reaktivny Dvigatel 45 Forsivovanyj).
- e. Armament is two 23 mm. cannon (80 rounds each) and one 37 mm. cannon (210 rounds - sic). The drop tanks can be replaced by two 100 kg. or four 50 kg. bombs, although bombs have never been used in practice.
- f. Total fuel capacity is 2,012 liters (1,412 liters internal and two 300-liter drop tanks).
- . The instruments in the MIG-15 bis are more modern than those in the MIG-15. A UHF (VHF ?) radio serves for air-to-air and air-to-ground communication, and a SRO (IFF) device is installed. The MIG-15 bis also has a synchronized lock release to insure that the second drop tank would be released in event that the first should drop.²
- . Mechanics consider that the MIG-15 bis has inferior brakes, bad tires, and unsatisfactory engine filters. The pilots still complain about the communications system, the instability of the aircraft at low speeds, and the difficulty in pulling it out of a spin.³
- . The ejection seat has handles on both sides so that the pilot, in case of injury, can actuate the seat with either hand, but he must open the parachute himself. The pilot wears neither a helmet nor a "G" suit.
- . The frame of the MIG-15 bis is made of duraluminum and is painted with a special laquer. It is 10.10 meter long, 10.08 meters wide, and 3.72 meters high. It is serviceable for a maximum of 500 hours and is inspected each spring and fall.
- . The engine is normally good for 200 hours, although it can be increased to 250 hours by improvements. P-2 fuel is used. The routine engine inspections after 25 and 50 flight hours are made at the Debrzno field, but those after 100, 150, 200, and 250 hours are made at the divisional level. The aircraft crew (pilot, technical officer, and two mechanics) makes the first inspection in approximately one day and the second in two to three days.
- . In tests, the engine is started at 2,500 rpm until the temperature reaches 400-500 degrees, after which the speed is increased to 3,500 rpm until 310-320 degrees are reached. This is maintained for two minutes. When a speed of 5,000 rpm has been reached, a light in the cockpit is activated to indicate that the two additional tanks are operating. The maximum rpm on the ground is 11,650 and the minimum is 2,500 rpm. The engine can be operated at a maximum rpm on the ground for three to five minutes.
- . In the pre-flight inspection, the flaps are tested and are removed in two positions, 20 and 25 (this sentence as received). Pressure in the two rear wheels is seven atmospheres and 3.5 atmospheres in the front wheel. The quantity of oil in the fuselage sump is six liters and 4.1 liters in the engine sump. The hydraulic fluid used in summer months is HL-50/15 (50 percent

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than 10 percent hydral).

- Pressure in the front **ammortisator** (sic; probably the landing gear shock absorber) is 90 atmospheres in the front **ammortisator**. The air brakes in the MIG-15 bis come out up to 55 degrees.
- The time required to refuel the MIG-15 bis from a B.Z. fuel truck is approximately 10 minutes. The fuel gauges of the MIG-15 bis are more accurate than those of the MIG-15.

- [redacted] a sketch of the Debrzno airfield. The legend for the sketch is as follows:

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Legend to sketch

1. Lipka Krajenska-Debrzno Road
2. To Lipka Krajenska
3. To Debrzno
4. Main runway
5. Taxi strip
6. Parking spaces
7. Red lights
8. Control tower
9. Fuel and lubricants (underground)
10. Barracks
11. Dining hall
12. Movie theater and club house
13. Showers and laundry
14. Clothing and technical equipment
15. Small village.

Comment:

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1. Probably Dobrino.

Comments:

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2. The device was installed when a plane turned over after take-off

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because a single tank had dropped.

3. At least one MIG-15 bis is known to have crashed because of this.

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